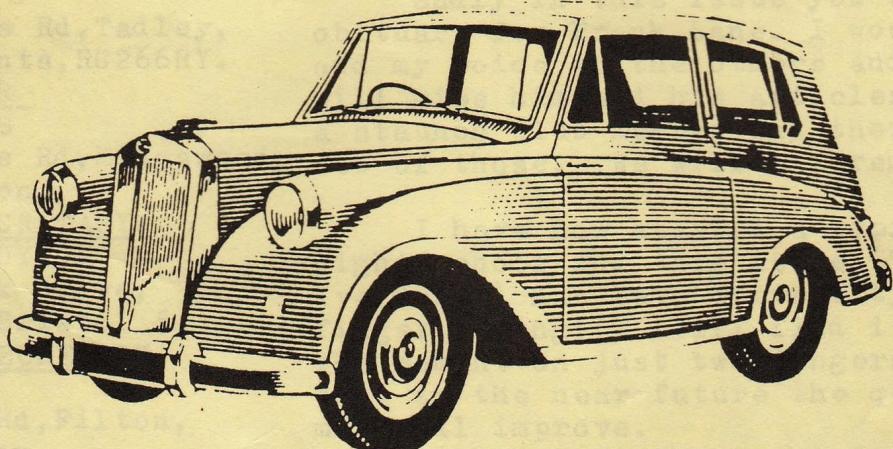


TRIUMPH MAYFLOWER CLUB



**Flower Power
at last!**

-000- WINTER 1981 ISSUE No27 -000-

**FULL REPORT OF
A.G.M. INSIDE**

TRIUMPH
MAYFLOWER
CLUB



Power

Power

at last!

-50¢ - SEPTEMBER 1951 NUMBER 1451 - 50¢ -

TO THOSE WHO
SUPPORT THE
A.G.M.A.

FLOWER POWER ISSUE No 27
WINTER 81

CLUB OFFICIALS

CHAIRMAN

PHIL HALL
 75, Horley Rd, Staple Hill,
 Bristol, Avon. BS164QY.

VICE-CHAIRMAN

ECON SECRETARY

GUS DEEGAN
 36, Stephens Rd, Tadley,
 B'stoke, Hants, RG266RY.

ECON TREASURER

TERRY MILLS
 33, Woodside Rd, Kingswood,
 Bristol, Avon.

ECON RALLY SECRETARY

DERECK GOODYEAR
 5, East Park Drive,
 Eastville, Bristol 5.

ECON SPARES SECRETARY

REG VARNEY
 32, Mackie Rd, Filton,
 Bristol, Avon.

ECON S/HAND SPARES SEC.

ECON ARCHIVIST

ALAN FENTON

CREDINARY MEMBER No 1

LINCOLN BATH
 226, Church Rd, Chingford,
 London E.4.

CREDINARY MEMBER No 2

ROY BUSSELL
 "Pinnocks", New Rd, Tadley,
 B'stoke, Hants.

FLOWER POWER EDITOR

GUS DEEGAN
 36, Stephens Rd, Tadley,
 B'stoke, Hants, RG266RY.

AT LAST!! I can hear you all saying, so let me say here and now that I'm very sorry that I've taken so long about the F.P. and I only hope that I haven't let too many people down. I'm afraid illness and pressure of work are to blame, but I hope that the former will be settled shortly after another visit to the hospital, and the latter was seasonal. I promise to do better in future.

Sadly in this issue you will read the obituary for Frank Lane. I would like to add my voice to the others and say that I will miss him and his articles. He was a staunch Club member and there are too few of those. We will all remember him.

I have now started a typist course at night school and this issue, (The few bits I've done.) has both correct typing and two finger typing. (I still find it faster at the moment on just two fingers.) So I hope that in the near future the quality of the mag will improve.

Please note the proximity of the dead-line for material for the F.P. is FEB 28TH due to the lateness of this copy.

Ed.



ADVERTISERS IN "PRACTICAL CLASSICS" HAVE THE FOLLOWING.

D. V. TYRES 590-15 For STANDARD VANGUARD, ENSIGN, MAYFLOWER, T R 2 & T R 3. These may be obtained from VINTAGE TYRE SUPPLIES, 12. DALSTON GARDENS, HONEYHOTEL, ST. ALBANS, MIDDX. HA7 1BY.

The VINTAGE & CLASSIC CAR SPARES COMPANY, have MULTI INSTRUMENT UNITS(containing oil, water and fuel gauges) Suitable for MAYFLOWER, STANDARD EIGHT & TEN. These are new and are finished in Brown & Beige.

Address. VINTAGE & CLASSIC CAR SPARES COMPANY, LAMBERT WORKS, COLLIERY ROAD,

WOLVERHAMPTON, W11 2RD.

A LETTER FROM YOUR CHAIRMAN

As You may well have read in another part of this Magazine, there has been a change round of Club Officers, not that we have been able to encourage new blood into the set up, we have all just changed Hats. So here am I writing a different kind of letter than I would have done as Your former General Secretary. First of all I would ask You to take note of who is doing what within the Club, such as who now deals with Spares or who is now dealing with the General Secretaries duties, this will help everyone, as letters will turn up in the correct Letter Boxes and not have to be re/directed.

I would at this stage like to thank all Members that took the trouble to attend the Club's ANNUAL GENERAL MEETING, it really was a Meeting of old Friends, for it seems that we seldom see any fresh Faces, so what can we do to encourage the many of You that did not attend, after all it is YOUR CLUB and we need Your views and suggestions for the benefit of all of us in the TRIUMPH MAYFLOWER CLUB. Can I ask of You, more support in 1982, whether it be the NATIONAL RALLY, the A.G.M. or any other Event put on for Your benefits. Now having got that out of the way, I must say a very big "THANK YOU" to MALCOLM BATH, STEWART AND JENNIFER LANGTON, MARK OXTOBY AND several others that I did not meet, but helped all the same on the Joint Stand of the T.M.C. and the T.R.O.C. at the CLASSIC CAR SHOW at BRIGHTON on SUNDAY 1st. NOVEMBER.

I felt privileged to be able to go along and see Members doing something for the Club at much personal cost to themselves and putting the T.M.C. on the Map, for I can assure You that is where all people with an interest in the Classic Car set up come and by being able to display Your Goods in front of the right people, You are able to encourage others to do what so many of our Members have done, restore an old Car and so keep another precious Vehicle away from the Scrapyard.

Well, what now of 1982, well first of all there is a Prime Date for Your New Diary. Do make a note of it now, our NATIONAL RALLY is scheduled to be Held at RAGLEY HALL which is in WARWICKSHIRE on SUNDAY 18th. JULY. Please make note of it now and Underline it, as we want to see You there and make it the Biggest and Best RALLY that we have held. Now that is not hard, is it?

Finally, may I wish all of You, a Wonderful 1982, one that will make all other Years look very ordinary and the hope that I, as Your Chairman may meet as many of You as possible, making 1982 a really good Year for me.

P. J. H.

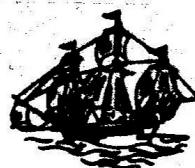
★★★



A. G. M. OF TRIUMPH MAYFLOWER CLUB. 1981.

HELD AT THE "TWO BOATS INN".

LONG ITCHINGTON. SUNDAY 25th OCT.



ANNOUNCEMENTS.

• Policies were received from ;

F. LACE. M. ELLIOTT. MR & MRS WEBBER. MISS J. McCALLUM. MR & MRS RIDGEWAY.

MINUTES OF 1980 A.G.M.

Chairman gave a brief reading of the 1980 minutes, these were accepted by all present.

BUSINESS ARISING.

Chairman referred to Item where Miss Margaret Lovell had offered to do reprint arts or other types of work for the Club. Chairman thought that we should avail ourselves of her kind offer.

GENERAL SECRETARY'S REPORT.

Secretary gave a brief report on Rallies and Events that he had been to during the Year, up to date, and gave particular mention of the splendid effort that Derek Goodyear put in with the arrangements for the Driving Tests, etc. ably assisted by Ted Berry, at the National Rally at Knebworth. Secretary also noted the pleasure of Meeting Two of our Overseas Members during the season, MIKE BONHOM of TASMANIA and JENS GIFFHORN of WEST GERMANY. At this stage, Secretary said that owing to Health reasons He would be giving up the Secretayship of the Club.

There were no questions of the Secretary, but Chairman THANKED Secretary for the work that He had put in for the Club and for the help and assistance He had given to the Chairman in keeping Him up to date on various aspects of Club activities.

MEMBERSHIP SECRETARY'S REPORT.

He reported that our Paid up Membership stood at 133, we had gained 27 New Members during the Year, 5 Members were Deceased, 5 Members had left and 26 not renewed. This left us with a Net Loss of 9 Members.

He said that the Annual Question of why we lose Members was not one that could be easily answered and that other Clubs had similar types of problems as us.

AUDITORS REPORT.

Peter in His Report stated that we held Three different Bank accounts, these were listed as follows.

GENERAL ACCOUNT.	NEW SPARES ACCOUNT	SECONDHAND SPARES ACCOUNT.
------------------	--------------------	----------------------------

In General Account there was Income of £740-00 and Outgoings of £910-00, which gave us a shortfall of about £150-00 on the Year. The other Two Accounts would be reported in Spares & S/Hand Spares Reports.

Peter said that we are still awaiting Books back from Auditor, Geoffrey Scott who covers the 1979/80 & 1980/81 Periods.

11 expenses were approximately £/10-00, some of these expenses still to be
billed out with H.A.C. and M.A.C.U.M regarding Plaques etc.

Printing and Stationery were still the largest drain on our accounts, especially
with the ever increase in Postage.

On the subject of the Auditing of Accounts, it was explained
that Mr. Scott has recently moved house, general opinion was that we should get
a new Audit and leave it to Committee to appoint a New Auditor at later Meeting.

(1) SPARES SECRETARYS REPORT.

Terry first gave a word of "Thanks" to Peter for the comprehensive way to
recording and accounting of the Spares had been compiled, the type of paper
work made things much easier to follow.

Photo Copies of Workshop Manuals had already been applied for from several
overseas Members, there were problems with Members wanting Cylinder Head Gaskets,
these were now almost unobtainable from the usual sources and may have to be
remade, this also applies to the Exhaust System, there was a firm that would
consider remaking them, but at least 25 would have to be ordered. The Box
Section could be used from the Triumph 1300.

On Spares Account for the present Period, INCOME £1829-08

Expenditure : 1619-87

Rubbers , selling well (PLEASE EXCUSE ME HERE, I MAY HAVE GOT THESE FIGURES
WRONG) Amount of Rubbers Sold £2,000.

Bank Account shows about £600 Plus in Hand

Insurance Value of Stock in Hand £4,000

Money owed by Members for Spares about £20-00

Terry at this point also indicated that he wished to be relieved of Spares
Secretaryship.

Chairman thanked Terry for his efforts with the Spares and further on the subject
of Exhaust Systems, Stewart Langton that He knew of a firm that would make up to
quantities of 5.

(2) RALLY SECRETARYS REPORT.

Reg. reported that at the National Rally there were 13 Razoredge, 14 Mayflowers
and a small number of other Standard and Triumph Cars.

Reg. echoed the praise to Derek for the well laid out Driving Tests and Games.
There were not the number of other Meets during the Year, but did point out
that Roy's Treasure Hunt had to be deleted owing to the usual lack of support.
Reg. too was giving up the post of Rally Secretary.

A vote of thanks to Reg. for 8 Years of arranging Rallies for the Club was
passed. Malcom Bath proposed that a Joint Rally with the T.R.O.C. for 1982
at RAGLEY HALL in Warwickshire on SUNDAY, JULY 18th.

(3) MAGAZINE EDITOR.

Tom said that He was enjoying the job but felt that there was not enough feed/
back from members on content, quality or what they would like to see in the mag.

He has been looking at back numbers of Mags. and may do Reprints of some of the Technical Items, He feels that ^{sort} this of thing is what Members Need. Gus. also stated that although the Deadline for Next Mag. is 25th. November, it would be of great help to Him and Printers to have all copy earlier than that, if possible.

(10) CHAIRMAN'S REPORT.

Roy stated that He felt that this was an opportune time for Himself to stand down as Chairman of the Club and thanked Committee and Members for the support that He had received ~~during~~ His time in Office.

Chairman also brought forth proposals that the Membership Subscription Rates for 1982/83 should be £6-00 for U.K. Members and £7-00 for Overseas Members.

This had already been discussed at a previous Committee meeting.

Roy Hagger suggested that perhaps we should increase the Fees higher still for Overseas Members but it was felt that this was not on at this stage.

On the original Proposal, Proposed by Peter Burdge, Seconded by Gus Deegan The Proposal of Membership Fees £6-00 U.K. & £7-00 Overseas was carried by those present.

(11) ELECTION OF OFFICERS.

The following were Elected to serve the Club 1981/82.

CHAIRMAN. PHIL HALL.

VICE CHAIRMAN. FRANK LANE.

SECRETARY. GUS DEEGAN.

TREASURER. TERRY MILLS.

SPARES SECRETARY. REG VARNEY.

RALLY SECRETARY. DEREK GOODYEAR.

EDITOR. GUS DEEGAN.

S/HAND SPARES. FRANK LANE.

ORDINARY MEM. No. 1. MALCOLM BATH.

ORDINARY MEM. No. 2. ROY BUSSELL.

ARCHIVIST. ALAN FENTON.

The New Committee was Proposed by S. LANGTON. Seconded by ROY HAGGER.

It was agreed that Rally Secretary should have TED BERRY to assist Him at National Rally with setting out and arranging Driving Tests, Motorised Games etc.

(12) A. O. B.

Gus suggested that a time may come when both T.M.C. & T.R.O.C. will have to amalgamate and although it was agreed that this was something that may have to come at some later date, it was felt by many, including Stewart Langton each Club should at the present keep their separate identities but to come together for Joint efforts like Rallies, etc.

Reg Varney felt that Club Triumph should be more helpful to individual Clubs, at the present it seems that only the Club's with the more Sporting and Competitive Basis get adequate assistance.

A Vote of thanks to all Committee Members who had served the Club well for the last Twelve Months came from the floor and was accepted by New Chairman on their behalf.

Finally it was Proposed that a GFT WALL CARD should be sent to the VICE/CHAIRMAN
Evelyn Ladd who at that time was in Hospital following a heart Attack.

This Concluded the business.

TRIUMPH MAYFLOWER CLUB

GENERAL ACCOUNT (No. 00089206)

RECEIPTS AND PAYMENTS

1st SEPTEMBER 1980 to 31st AUGUST 1981

<u>OPENING BALANCE</u>	(at 1st September 1980):	£278.30
<u>ADD:</u>	<u>RECEIPTS</u>	
Subscriptions:		£477.50
Sales:		27.50
Gifts:		18.44
To be transferred to Spares a/c:		215.00
TOTAL RECEIPTS FOR YEAR:		• 738.44
		<u>1,016.74</u>
<u>LESS:</u>	<u>PAYMENTS</u>	
Printing & Stationery:		£284.60
Postage:		123.60
Garage rent (for S/H spares):		68.38
Rally expenses:		62.02
Room hire:		25.00
Other expenses:		19.25
Float to start S/H spares a/c:		100.00
Transferred to Spares a/c:		230.00
TOTAL PAYMENTS FOR YEAR:		<u>912.85</u>
<u>CLOSING BALANCE</u>	(at 31st August 1981):	£103.89

FRANK LANE

It is with the deepest regret that we have to report the passing of our good friend Frank Lane. Frank was one of the earliest members of the Club and for many years has been our Vice Chairman. Recently he took on the job of dealing with secondhand spares, operating from a rented lock-up garage near his home in Wantage. His Comet Blue Mayflower was well known not only at our own rallies but was beginning to do well at other gatherings as well. He never stopped working on it and improving it all the time. Many members will remember fondly Franks Canal Trips and the visit he organised to the Police Driving School. His bring-and-buy stall of motoring paraphernalia has become a regular feature of the Club's National Rallies. Whatever was laid on, Frank could be relied upon to support it. The Committee and the Club have lost a good friend. We shall miss this kind and gentle man and our hearts go out to his widow and family.

SECONDHAND SPARES.....SUSPENSION OF SERVICE

Due to the death of Frank Lane on Thursday 5th November it is with regret that we have to announce the suspension for the time being of the secondhand spares service. As most members will know, Frank had rented a garage on behalf of the Club in which to store the somewhat bulky collection of bits and pieces and was just beginning to get organised in dismantling and despatching parts. Obviously it will take no little time to find a successor (if we can at all) and move all the stuff. So if you have an outstanding order there is currently no way the Club can deal with it.. If you have paid for goods which Frank was unable to send off, let Treasurer know and a refund will be arranged.

If anyone is interested in taking on the job and has an old shed or garage in which the spares can be stored, please get in touch with General Secretary as soon as possible.

Rallyscene

It is a long way off to our next NATIONAL RALLY, which is being arranged for SUNDAY, JULY 18th. at RAGLEY HALL, not far from STATFORD UPON AVON, WARWICKSHIRE, This will again be a Joint Rally with the TRIUMPH RAZOREDGE OWNERS CLUB, known as T.R.O.C. for short, in case any Members feel that this is still not enough information, T.R.O.C. covers the RENOWN, 1800 and 2000 RAZOREDGE SALOONS. Now I have gone on long enough about that, except to say start marking up Your 1982 Diary now.

Here are some more Dates to take note of.

SUNDAY APRIL 11th. (Easter Sunday) WESTON-SUPER-MARE. AVON.

SUNDAY JUNE 20th. MOTORING MONTAGE, ASHTON COURT, BRISTOL.

SUNDAY JUNE 27th. WINGS & WHEELS, BATH & WEST SHOWGROUND, SHEPTON MALLETT, SOM.

SATURDAY & SUNDAY

AUGUST. 7th. & 8th. FESTIVAL OF TRANSPORT, YEOVIL, SOMERSET.

SUNDAY SEPTEMBER 12th. BEAULIEU AUTOJUMBLE.

SATURDAY & SUNDAY

NOVEMBER 6/7th. CLASSIC CAR SHOW, METROPOLE HOTEL. BRIGHTON.

If any Member has any Special Date for an Event in HIS/HER Area, Please send Details to MAGAZINE EDITOR for inclusion in Next Magazine, Please do not leave too late as Your Item may arrive too late for inclusion.

Now only to say, I know how well many of You have supported REG. VARNEY during His Eight Years as Your Rally Secretary, can I too rely on Your support for the Future.

Best Wishes to You all for 1982.

DEREK.

practical CLASSICS

The ONLY do-it-yourself magazine for the older-car owner and enthusiast

Have you tried it yet?

EVERY ISSUE packed with step by step illustrated features on repair, restoration, maintenance, component overhauls, hints and tips.

MONTHLY spares news with 'Going Spare' A unique section to keep you up to date with the spare parts scene.

MONTHLY Ten Page Price Guide. A unique guide to over 500 cars — prices, performance, running costs, and spares availability.

THE DO-IT-YOURSELF MAGAZINE FOR THE OLDER-CAR OWNER AND ENTHUSIAST

REGULAR CHALLENGING COMPETITIONS FOR EXCITING PRIZES

SUBSCRIPTION APPLICATION FORM

To: PPG Publishing Limited,
5 Rectory Road, Beckenham,
Kent, ENGLAND.

12 months subscription rates at £10
U.K., U.S.A. & Canada \$50 (Airmail).
Surface mail overseas £11.

Please send me Practical Classics for
one year (12 issues).

Commencing with the ____ 1981 issue.

I enclose my cheque/P.O. for £ ____

Name _____

Address _____

'Practical Classics' - it's unique! Available from your newsagent at 70p

CLASSIC CAR SHOW

CLASSIC CAR SHOW BRIGHTON 1981

At about two o'clock in the afternoon, Janet and I started to load our Mayflower with all the equipment we needed for our stand at the C.C. Show. This consisted of eight concrete blocks with posts, bunting, tables four chairs, a parasol, food drink, tools, club mags, badges, banners etc, suitcases, drip trays, and a load of other bits and pieces all piled inside and on the open boot lid and covered with a large plastic sheet.

There are various ways to get to Brighton from London and we decided to take the scenic route via the Ashdown Forest. (The performance of a 'Flower' is not that sparkling at the best of times and with the way we were loaded up the motorways would not have speeded our journey by much. We passed through the Ashdown Forest at about five o'clock, it was persisting down with rain and pitch black, and there was a thick mist about; very picturesque! After a short coffee break we sped onwards. Well 35 mph seems fast in a flower on a wet night!

We arrived at Brighton at about 7-30 pm and it seemed as if we were the last car to get to the show as we gingerly weaved our way through the hall to our stand. On arriving there we were met by the smiling faces of Stewart and Jenny Langton, Ed and Daffney Lacy, and Nick Andrews together with Stewart's Renown and Nick's Roadster - both gleaming. The first thing we noticed was that our stand was awash and everyone was paddling around whereas the rest of the exhibition hall was dry. The answer was simple. Nick had decided to wash the roadster with buckets of water but there were no gulleys to get rid of it. We eventually managed to persuade a couple janitors with mops and buckets to clear up for us and they went away staring at the roof looking for the hole we said was up there somewhere !! The next thing we noticed was that the flower was very wet, filthy dirty and covered in mud. But as we started to unpack the car Ed and Stewart grabbed leathers and rags and began to clean it for me. I was very greatful chaps although I forgot to say so during the rush. Eventually we had our stand set up and ready. The cars were around the perimeter of our 6m square area with a long table on the fourth side and a table with four chairs and a parasol in the center. The floral and general artistic arrangements which Jenny had brought made our stand very presentable and although I say it myself the final effect compared very favourably with some of the larger clubs around us.

After a lovely evening meal in the Hotel it was time to retire. The following morning came all too soon and that day and the Sunday seemed to fly by. Great interest was taken in all our cars and with Nick on guard the rest of us taking turns at manning our info table and seeing the sights of Brighton which included the Veteran Cars arriving on the Sunday morning. As an experiment I left the window of the Mayflower open and if I had a pound for every head that just had to pop inside for a look, I would be able to afford new seats for my Renown by now! During the two days many members of our clubs came to visit including Derek Goodyear and Phil Hall, Ashley and our colleague Chris Jones from the Standard register and many more whose names are too numerous to mention. It was very gratifying to know that our efforts were being rewarded by seeing those familiar and new faces throughout the show.

The car of the show award which Nick won last year was this year won by a convertible Morris Minor which was brought to the show on a trailer and much discussion was had between Nick and the Editor of Practical Classics, Mike Brisby, on the subject of trailered vehicles winning prizes etc.

When the last sausage roll and plastic cup of wine was downed and it was time to go I'm sure we all thought that it had all been a very worthwhile flag waving exercise. We had distributed a lot of membership forms sold badges, pens etc, and all had picked up useful bits from the trade stalls around the exhibition. And in addition to what we had brought, we had a Renown petrol tank tied on the back of the flower to take home!

My thanks must go to Nick, Stewart and Jenny for bringing their cars, to Ed and Daffney who gave three days of their time on the clubs behalf even though they were not displaying a car, and to Derek, Phil and Mark Oxtaby (With young lady.) who all helped man the stand.

For the record it cost each pair of us over one Hundred pounds for the weekend, including accommodation, petrol etc but the cost to the club was nil in terms of money spent but a gain in terms of possible new members and the sale of pens,,badges etc.

Next years show is on the 6th & 7th of November 1982, we have booked our stand already and we look forward to seeing as many of you there as possible again.

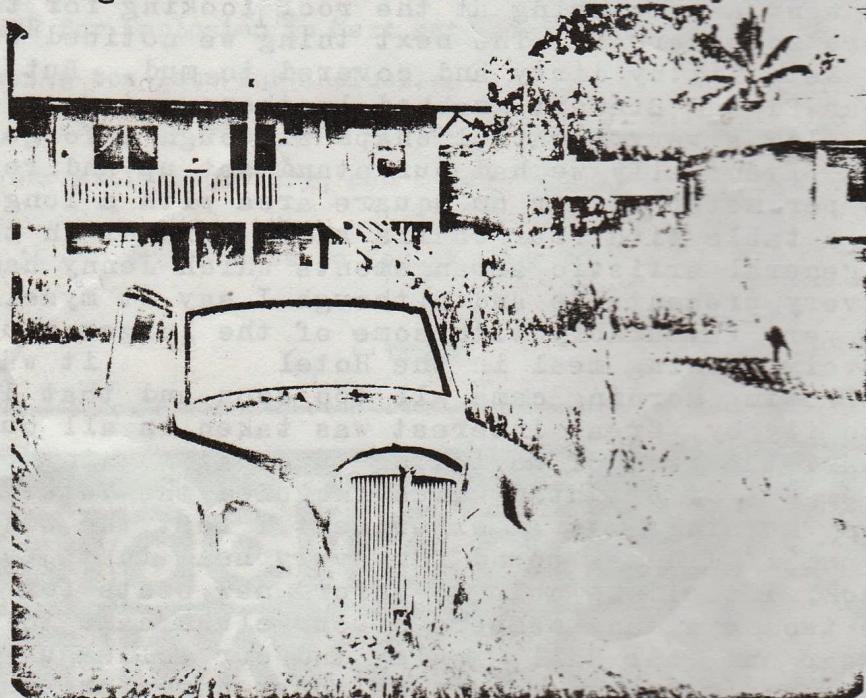
Malcolm Bath.



Letters

Dear Ed,

I arrived here in Hong Kong from England last December (80) and will be here for a further fifteen months. As yet I haven't located a Mayflower but have found a 193? Mercedes complete with Swastika on one door. It is a complete wreck along with a Napier and a early Chrysler, plus some odds and ends such as an acetylene lamp, believe it or not none are for sale. I have a 1941 Hudson in bits in a friends garden but nowhere to restore it. There are very few old cars on the road in Hong Kong due to the high insurance for cars over ten years old.



Recently, as part of my job, I was in Brunei for a week which is a haven for old cars and trucks, mainly trucks, several models known to me, dating back to World War II, i.e. Ex Army Mk I Scammel Recovery vehicles, similar to the ones used in the Normandy landings, Fordsons, Canadian Fords, Japanese Suzui and English Bedford QLs. There are plenty of Morris Minors and Travellers as well. I did find one Triumph Mayflower and I know from good authority that it is the last one in Brunei. It is not a practical proposition as the engine, gearbox, seats, in fact everything of use has been removed. I enclose a photograph and hope you will include it in your next issue. The TT number is 28650 DI and the Chassis number S35 4T6, there is no registration number. I ran out of time but on my next visit hope to salvage the rear differential for my 'Flower' in the UK. Incidentally which is still in running order and passed the MOT Test before I put it in storage in my garage where it is waiting my return to England. Hope to see some of you at future Club meetings,

Pete Gaine. (92)

Dear Gus,

I would be extremely grateful if you could arrange for a small insertion to be placed in the next issue of the F.P. that may result in an end to my quest to locate and purchase an old RAC badge, the chrome type with the metal back plate, similar to the old AA badges. I realise that this type of badge was replaced by a 'neater' perspex one but I am sure a few escaped being returned to the RAC at the time they should have been. So if any member has such a thing hidden deep within the archives of a garage or similar I would very much like to hear from them.

Also in F.P. issue 24 mention was made of the motor museum at Bourton-on-the-Water, I have twice visited the museum and would thoroughly recommend a visit. The atmosphere and character of the place is really splendid and a good selection of both cars and motorcycles are on display together with numerous items relating to the period of the vehicles. I would suggest that any member interested should try and combine the museum with a good look around this beautiful little Cotswold town as I found it to be an excellent day out.

Yours sincerely Esmond Tearle No. 370

VEHICLES FOR SALE

FLOWERS FOR SALE

52,000 Miles, Partially restored, New sills, Rear suspension. New spares, 2 spare engines, Back axle, Plus many other bits. £350 ono
SHEFFIELD 587934 for more details. (Evenings)

Silver & Maroon 60,000 Miles, Recent overhaul and good condition throughout. £1,150 ono Phone C.A.Rubery on SOUTHERN 42347

Reg.No.SE8398, 38,400 miles since new, MOT to May 82, only 126 miles last Mot. Whole car in Concour condition, winner of H.W.C. cup at last year. Reason for sale, lack of space and time. First offer £150. Phone Henry Packman Day Keith 2600 Night Keith 7409.

Grey, Red leather seats, two owners, (First owner 27 years.) MOT, stainless steel exhaust, good condition inside and out, chrome in except condition, original handbook and tools available. Reduced price £110. Phone, M.Harvey on 0608 61657.

Reg.No.TPE324, three owners, good condition, complete and in work order. £185. Space urgently required. N.Latham, 6, Lower road, Leatherhead, Surrey. Tel. L'head 72609. Triumph Roadster Club

a completed engine overhaul, but not MOT'd. £100 Phone 01-310-6398.

a complete but off the road Flower, some rust. Tel Mr. George 555827.

MISCELLANEOUS SALES

MANUALS AND HANDBOOKS FOR SALE

First edition Mayflower workshop & Instruction manual	£8.00 & £1.35 pp.
Ford Cortina Mk 1 & Corsair 1500	£1.50 & .70 pp.
Triumph 1300-1500	£1.50 & .70 pp.
Workshop manual (badly soiled) Hillman De-luxe	£1.00 & .70 pp.
Ford Cortina (Pearsons Car Servicing Series)	£1.00 & .70 pp.
Two Owner Handbooks (Triumph 1300)	.50p Each.

Write to Phil Hall, 75, Morley Rd, Staple Hill, Bristol, BS16 4QY.

linea de legge que o Brasil é um país de leis, e que a Constituição Federal é a lei fundamental do País, que deve ser respeitada por todos os cidadãos. No entanto, é importante lembrar que a Constituição é uma carta magna, que deve ser aplicada de forma justa e equitativa, e que não pode ser usada como uma ferramenta para desrespeitar os direitos humanos. É preciso sempre lembrar que a Constituição é uma garantia de direitos fundamentais, e que não pode ser usada como uma ferramenta para desrespeitar os direitos humanos.

Constituição Federal do Brasil

A Constituição Federal do Brasil é o maior instrumento de proteção dos direitos humanos no país. Ela estabelece direitos fundamentais que devem ser respeitados por todos os cidadãos, independentemente de sua origem, raça, sexo, religião, opinião política, convicção filosófica, ideologia, nacionalidade, origem étnica, gênero, orientação sexual,状况, ou condição social.

Além disso, a Constituição Federal também estabelece direitos específicos para os povos indígenas, garantindo-lhes direitos culturais, territoriais e de desenvolvimento.

É importante lembrar que a Constituição Federal é uma carta magna, que deve ser aplicada de forma justa e equitativa, e que não pode ser usada como uma ferramenta para desrespeitar os direitos humanos.

Por fim, é importante lembrar que a Constituição Federal é uma carta magna, que deve ser aplicada de forma justa e equitativa, e que não pode ser usada como uma ferramenta para desrespeitar os direitos humanos.

É importante lembrar que a Constituição Federal é uma carta magna, que deve ser aplicada de forma justa e equitativa, e que não pode ser usada como uma ferramenta para desrespeitar os direitos humanos.

Além disso, é importante lembrar que a Constituição Federal é uma carta magna, que deve ser aplicada de forma justa e equitativa, e que não pode ser usada como uma ferramenta para desrespeitar os direitos humanos.

É importante lembrar que a Constituição Federal é uma carta magna, que deve ser aplicada de forma justa e equitativa, e que não pode ser usada como uma ferramenta para desrespeitar os direitos humanos.

Além disso, é importante lembrar que a Constituição Federal é uma carta magna, que deve ser aplicada de forma justa e equitativa, e que não pode ser usada como uma ferramenta para desrespeitar os direitos humanos.

É importante lembrar que a Constituição Federal é uma carta magna, que deve ser aplicada de forma justa e equitativa, e que não pode ser usada como uma ferramenta para desrespeitar os direitos humanos.